



Volume 18—No. 5

May, 1967

## REGISTRATION OVERDUE

Montana Pilot Registration deadline is APRIL. State regulations for pilots state that all pilots operating aircraft in Montana register their FAA airman's certificate annually with the office of the Montana Aeronautics Commission.

Registration is required by student, private, commercial, and airline transport pilots who are not engaged in scheduled interstate airline operations. Registration fee \$1.00.

Registration monies are deposited in the Air Search and Rescue fund and used to defray fuel and oil costs during searches for lost aircraft.

Registration information is used by the Commission to plan and to better serve the aviation interests in Montana and is the basis for the mailing list.

The mailing list will be revised as of May 15th, and non-registrants will be deleted as of that date.

List of non-registrants will be submitted to the MAC Safety and Education Officer.

If the flight operator in your area has depleted his supply of 1967 registration forms, contact the Montana Aeronautics Commission, P.O. Box 1698, Helena, Montana 59601.

**IF YOU FLY; FLY LEGAL!  
REGISTER TODAY!**

## MAMA ELECTS ARTHUR KORN PRESIDENT

The Montana Airport Management Association held their annual convention in Missoula on April 14th—Ruben Coy, host Manager.

The newly elected officers are:

Arthur J. Korn, Butte, President; Arthur Wiedeman, Lewistown, Vice-President; Harold Ebaugh, Havre, Secretary-Treasurer; O. D. Gifford, Chester and Richard Langford, Lewistown, were elected to the Board. James Monger of Helena, was re-elected to the Board and Robert S. Michael, Billings was reappointed executive secretary.

The excellent panels and speakers highlighted the one-day event and the mutual exchange of ideas and the discussion periods were felt to be highly beneficial by all the attending members.

### PROGRAM

**9:15 A.M.**—"Consulting Engineers and and the Community" Art Korn, Moderator.

**Panel:** H. Greg Isbill, President of Isbill Associates, Inc., of Denver; Victor Kiesling, Chief, FAA Airport District Office in Helena; Joe Maierle, Morrison-Maierle, Inc., Helena; Fred Steel, President of F. K. Steel Company of Great Falls; William Wenzel, President

of Wenzel and Co., Great Falls.

**10:15 A.M.**—"The Montana Aeronautics Commission Today," Presentation by Charles A. Lynch, MAC Director.

**NOON:** MAC Assistant Director, James Monger was Master of Ceremonies. Featured speaker was Frank Wiley, Former MAC Director and author of the aviation history, "Montana and the Sky."

**1:30 P.M.**—"Airline-Airport Relationship"—Hugh Kelleher, Moderator.

**Panel:** John G. Griffiths, Manager, Leases and Properties, Frontier Airlines, Denver; and Neil S. Stewart, Director, State and Community Affairs, Western Airlines, Los Angeles.

**2:45 P.M.**—"Maintaining and Improving Your Airport"—Arthur Wiedeman, Moderator.

"Revenue Development"—Robert J. Anderson, Airport Manager, Lewiston-Nez-Perce County Airport, Lewiston, Idaho.

"Public Relations"—H. P. Hill, Airport Manager, Idaho Falls, Idaho.

"Pavement Maintenance"—James A. Burton, P.E., District Engineer, The Asphalt Institute, Helena, Montana.

"Airport Zoning"—Robert S. Michael, Airport Manager, Logan

(cont. on page 3, col. 2)



Official Monthly Publication  
of the  
**MONTANA AERONAUTICS  
COMMISSION**

Box 1698  
Helena, Montana 59601

**Tim Babcock, Governor**

**Charles A. Lynch, Director**

**Carl W. (Bill) Bell, Chairman**  
**Jack R. Hughes, Vice Chairman**  
**Peter H. Black, Secretary**  
**Clarence Anthony, Member**  
**E. B. Cogswell, Member**  
**Gordon Hickman, Member**  
**Walter Hope, Member**



## *Director's Column*



### **"The Facts Are—"**

Back in August of 1966, as in all years preceding a Legislative Session, the Montana Aeronautics Commission, based on accurate and anticipated income revenues, established budget projection figures for the 1968-1969 biennium. As in all monetary projections, whether in business, industry, or government, such projections are based on anticipated trends affecting past historical records of fact.

The income projections established for the Aeronautics Commission were based on an eleven-year history of the aviation fuel license tax reports, as submitted to the State Treasurer's Office by the State Board of Equalization. These income projection figures were accurate to the point of anticipating some major shrinkage in income by July, 1968.

The budget figures, as presented by the Commission to the State Director of the Budget, were accepted and entered, as presented, in the Executive Budget Book as developed by that office for presentation to the Governor.

In the early days of the Fortieth Legislative Assembly, this proposed budget was presented by the Governor to the Members of the Fortieth Legislature.

During the closing days of the Fortieth Legislative Assembly, the appropriation bill for State Agencies, including the Montana Aeronautics Commission, was drafted and presented to the Legislature for approval. The presentation on behalf of the Montana Aeronautics Commission was fair and adequate for all foreseeable expenses during the next biennium.

During this same period of time, however, it was discovered that a rather heavy reduction in current income had arisen due to the decrease in fuel consumption by a large segment of the military here in the State of Montana.

The interesting question has arisen relative to the Commission's appropriation, authorized by the Legislature, as compared to the Commission's position of income relative to the aviation fuel license taxes.

It might be well, at this point, to clarify that revenues from the sale of aviation fuels in the State of Montana are placed by the State Board of Equalization in the office of the State Treasurer in the earmarked revenue fund credited to the Aeronautics Commission account. This money is **not** expendable except through appropriation. Inasmuch as the appropriation to the Aeronautics Commission is made from the earmarked revenue fund, the condition exists whereby the Aeronautics Commission may spend all revenues received as income **up to the extent of the appropriation**. Therefore, when income is more than anticipated, or more than appropriated, a carryover balance exists in the earmarked revenue fund, Aeronautics Commission account, from one biennium to the next. However, when the appropriation exceeds current incomes, or the total of carryover balances plus current incomes, then the opposite situation exists wherein the Aeronautics Commission may utilize all monies up to the total of the income balance in the State Treasurer's Office. Such is now the case.

Back in 1957, by its own action, and by its own sincere desire to assist all communities in the State of Montana in the further development of aviation, the Aeronautics Commission established the Airport Development Loan Program.

All those intimately connected with airport construction, runway extension, and airport development in general know that this program has worked well. Exceedingly much has

been accomplished within the past eleven years.

However, because of the smooth and easy-working procedures established by the Commission, this program has become accepted as a matter of permanent condition.

Income shortages in the immediate fiscal year have caused changes in disbursal dates of monies which were tentatively committed to the cities and counties for airport construction and improvement loans in both the balance of this fiscal year and the next biennium.

**Please Note:** No applications for airport construction and improvement loans have been cancelled. All commitments acknowledged and established by the Commission to this date have been classified as **eventually** available. Disbursal dates are, however, held open for specific programming on a quarterly basis for all years in the future. These disbursal dates will depend on future, revised income projections.

All programs of the Commission will continue—maybe on a slower scale, but they will continue. It must be noted, however, that the Commission has been under no legal obligation to continue the Loan Program; but have **chosen** to slow other projects and programs to a minimum workable level in relation to the aviation industry's needs here in the State of Montana so as to divert all monies possible to the Loan Program in the balance of this fiscal year and in the next biennium.

In all fairness to the communities, the Commission has adopted a system of priorities based on the date of oldest airport construction loan applications on file in this office, rather than on a critical airport situation basis. This system is fair and just for two main reasons.

(1) If a system of critical priorities were to have been established, the city involved should have, in all fairness, been so advised at the time of application.

(2) Other sources of money are available throughout the State for airport construction loans. The Montana Aeronautics Commission Airport Loan Program is not the only source of money for airport development in Montana.

Short money, or tight money, or adversities in government are not new, believe me.

The Members of the Montana Aero-



nautics Commission (or any member of the staff) are not going around red-faced over this situation. The problem will be met; the programs will continue.

Montana has been a pace-setter in the nation too long to step down to second place now, I assure you.

## PLASTIC RELIEF MAPS ARE AVAILABLE

Due to the interest shown in the plastic relief maps used at the recent Flight Instructors Refresher Course and the possibility that some operators or pilots may wish to have one or more of their primary areas of interest, the following information from the Army Map Service was obtained by the Helena Weather Bureau.

The maps are 21" x 28½" and denote the 16 areas of Montana (mostly the western two-thirds of the State). Price is \$4.00 per sheet and all sales are final.

Items damaged in transit will be replaced upon return. No cash refunds authorized. C. O. D. shipments are made upon request to points within the United States. All other shipments require payment in advance.

Interested persons should submit requests for maps directly to:

**Commanding Officer—  
Army Map Service  
San Antonio Field Office—  
Building 4011**

**Fort Sam Houston, Texas 78234**

Note: Detailed information regarding the maps may be obtained from: "Plastic Relief Maps of Eastern-Western U.S.A.—1:250,000"—at the Fort Sam Houston address.

## FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	May	June
Culbertson	.....	7
Glasgow	..... 10	.....
Glendive	..... 25	.....
Great Falls	..... 4	..... 8
Lewistown	.....	14
Miles City	.....	15
Missoula	..... 25	22
Sidney	..... 24	.....

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula



Scene during noon luncheon, MAC's Director Lynch and Ex-Director Frank Wiley standing immediately behind outgoing president, Ruben Coy and incoming president Art Korn.

MAMA—(Cont. from page 1)

Field, Billings, Montana.

**4:00 P.M.—Business Meeting.** Resolutions adopted included:

- State Congressional delegation to support extension of the increased level of appropriations and expansion of project eligibility of the federal aid to airports program.
- Need of calling a meeting to explore the possibilities of setting up a united front for negotiating with airlines on contracts.
- Continuation of efforts to secure a constitutional amendment to eliminate or modify restrictions on county commissioners that prevent them from encumbering funds in excess of \$10,000 for airport development with approval of the electorate.
- Reiterates a request for airport identification on the interstate highway system where exits serve commercial airports.
- Lewistown was selected as the site of 1968 convention. Date to be set later.

**7:00 P.M.—Annual Banquet**

Master of Ceremonies, Rueben Coy (out going president). Introduction of new officers. Featured speaker was James H. Craddock, Humble Oil and Refining Co., Houston, Texas.



MAMA group at registration desk. Standing center is Art Korn, newly elected president. Shown to the left rear is MAC Assistant Director Jim Monger visiting with Ed Iverson, airport manager at Gallatin Field, Bozeman.

## SAGE SAYINGS

The easiest way to get into trouble is to be right at the wrong time.

If your foot slips, you may recover your balance, but if your tongue slips, you cannot recall your words.

An optimist is one who sees opportunity in difficulties; a pessimist sees difficulties in opportunities.

It is all right to have a train of thought if you have a terminal.



## **INCREASED GAS TAX— HOW IT AFFECTS MONTANA'S FIXED BASE OPERATORS AND OTHER AVIATION FUEL DEALERS**

**By Charles A. Smith,  
Commission Attorney**

The 1967 Montana Legislature has enacted a law (Extra-ordinary House Bill No. 42) which increases the gasoline license tax from 6c to 6½c per gallon. This law becomes effective on July 1, 1967.

The fixed base operators and other aviation fuel dealers in Montana may wonder what effect, if any, this law will have on the present procedures with regard to the aviation gasoline tax exemption certificate and dealer's statements to the State Board of Equalization. The answer is that the new law will have no effect at all on the present procedure.

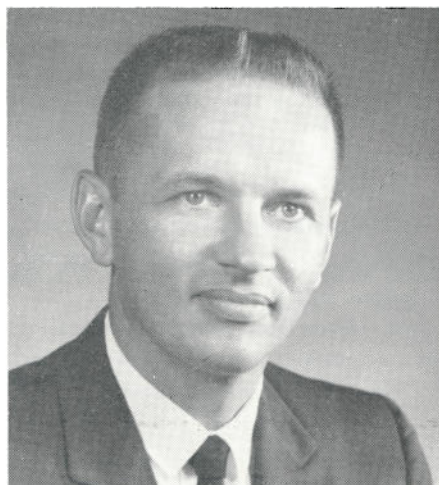
The new law which raises the gasoline license tax one-half cent per gallon does not amend or alter in any way Section 84-1802, Revised Codes of Montana, 1947, which provides for submission of monthly dealer's statements to the State Board of Equalization. In making the computation of license tax due and in making payment thereof, the dealer may still deduct the 2% allowance for evaporation and will, under the new law, be permitted to deduct 5½c instead of the 5c presently deducted for each gallon of aviation fuel sold by him.

Subparagraph 3 of Section 84-1802, which provides for aviation dealers gasoline tax exemption certificates is likewise not affected by the new law. Any dealer at an established airport, who purchases aviation gasoline in lots of at least 50 gallons for resale directly to consumers using such gasoline in aircraft, may still apply to the State Board of Equalization for permit to issue aviation gasoline tax exemption certificates. The permit can be obtained by following the same procedure as is presently followed and the holder thereof will continue to have the same privilege as he presently has; that is, the privilege of purchasing aviation fuel from any dealer without paying any part of the new license tax, except the one cent per gallon allocated to the Montana Aeronautics Commission.

## **M. STRAND APPOINTED PILOT EXAMINER**

Myron K. "Mike" Strand, Strand Aviation, Kalispell, was designated a Federal Aviation Administration Flight Examiner on March 24th by Arthur Kurth, General Aviation Inspector from GADO 9, Helena.

Mike, a native of Plentywood, attended high school in Medicine Lake and graduated from Montana State at Bozeman in 1952. He served with the Army Aviation from 1952 until 1964. Several years of the 12 year enlistment, Mike was an Army Aviation flight instructor.



**Mike Strand, new FAA pilot examiner.**

After his discharge from the Army, Mike was employed by Aerial Survey in Kalispell. He started Strand Aviation in 1965 and presently is the Piper Dealer for the area and has an approved School in addition to the regular services.

Mike holds a Commercial license with Instrument; Ground Instructor; and Flight Instructor, fixed-wing and helicopter ratings. He attended the 1967 Flight Instructors Refresher Course, sponsored by the Montana Aeronautics Commission and recently received the FAA's Gold Seal.

The Strands and their four children reside at Route 4, Kalispell.

## **UNICOM FREQUENCY CHANGES**

New FCC rules require that the following UNICOM Stations carry the frequency of 123.0 MC: BUTTE, BOZEMAN, AND LIVINGSTON.

## **AVIATION DAY AT CUT BANK**

The Cut Bank hangar of the Montana Pilots' Association will hold "Aviation Day" on the Cut Bank Airport, May 21st.

The all day event, commencing at 10:30 a.m., will feature a variety of events including jet fly-over, helicopter demonstration, new aircraft display, parachute jumps, a food concession and rides for the public on a per pound basis.

The Cut Bank hangar has held a number of highly successful Aviation Days in the past and they hope to TOP them all this year.

**For a family aviation day and fun for all—it's Cut Bank, Sunday, May 21st.**

## **COLUMBUS PRESENTING GROUND SCHOOL**

An Aviation Ground School, organized by Evelyn Krueger, Montana Flying Farmers' Queen from Reedpoint, has been initiated at Columbus. It is open to the public with special invite to the teenagers.

The school, instructed by Gary Woltermann, held its first meeting on April 17th with 18 flying-minded persons (seven teenagers) attending. The class is held twice a week for two-hour sessions in the facilities of the high school. Permission to use the high school was graciously granted by Mr. Francis Olson, principal.

One example of the enthusiasm of the group is the fact that two of the parties travel 120 miles a week in order to attend.

## **OPENING FOR FLIGHT OPERATOR**

James Kruger, operator on the Cut Bank Airport for the past several years will terminate his lease the early part of May, 1967. Jim, who will be flying the Canadian "north country" during the summer months, will retain his residence in Cut Bank.

The Airport Commission has announced the operation available for immediate occupancy. The facilities include a 150' x 160' storage hangar, a 60' x 50' shop and office space is in the Administration Building. Housing is available on the airport.

Anyone interested in obtaining further information should call or write to the Cut Bank Airport Commission, Cut Bank, Montana—Phone 938-2039.



## AIRPORT NOTES



By James H. Monger  
Assistant Director, Airports

### Libby

The Lincoln County Airport Board has submitted a request for aid to the Federal Aviation Administration for a new airport to serve the City of Libby and Lincoln County. The estimated cost of the new airport is \$268,409. The City and County Officials in Libby are now in the process of creating a new Joint City/County Airport Board. This office has proposed that the new airport board utilize donations from major contractors and grant money from the Corps of Army Engineers for the major part of the sponsor's share. The FAA has been requested to grant a total of \$142,337 on this project. Wenzel and Company, consulting engineers from Great Falls have the engineering substantially completed.

### Missoula

A meeting was held in Missoula on May 2nd at 8:30 A.M. to discuss the future needs for the Missoula County Airport. In attendance were representatives from Northwest Airlines; the Federal Aviation Administration; the Montana Aeronautics Commission; Gregg Isbill, consulting engineer; the local Airport Board, and other interested groups. The primary discussion concerned the necessity for a runway extension and overlay project. The runway re-development is necessary to accommodate the Boeing 727 type aircraft which will soon be flying into Missoula. The meeting also considered future terminal building development and parking areas for both airlines and general aviation.

### Hysham

Construction was halted last fall on the new general aviation utility airport at Hysham in Treasure County. Work will again commence on this project as soon as weather permits. The area is generally wet and drainage ditches are a part of the airport project. This new airport should be completed by midsummer.

### Federal Aid Airport Program

As of the midnight April 26th dead-

line, the District's Airports Office of the FAA had received the following "Requests for Aid."

Airport	Total Project Cost
East Glacier .....	\$2,495,374
Big Timber .....	168,552
Libby .....	268,409
Billings .....	481,000
Bozeman .....	538,000
Glendive .....	467,410
Total .....	\$4,418,745

The Sponsor's share on the above projects would be \$2,142,326, and the FAA grant, \$2,276,419.

It is anticipated forthcoming requests from other major Montana cities within the next few days will approximate an additional \$800,000.

## MAC REQUESTS 2½ MILLION DOLLAR GLACIER AIRPORT

The Montana Aeronautics Commission met on April 11th and approved the submission of a Request for Aid for a new air carrier airport for Glacier Park. The Request for Aid was submitted to the Federal Aviation Administration on April 25th. The new Glacier Airport would be financed exactly as was the Yellowstone Airport which the Aeronautics Commission also sponsored. National Park Airports are financed one hundred per cent through Federal funds coming from the Federal Aviation Administration and the Department of Interior, National Park Service. The Aeronautics Commission is in no way placing priority of the Glacier Airport over or above any airport improvements now being planned on Montana's fifteen air carrier airports. There should be no competition for financing of the Glacier Airport, and if funds are not immediately available, the Commission is willing to suffer a time delay rather than jeopardize the funding for any of the existing airports now planning improvements. A need for an airport at Glacier was recognized by the Commission early in the 1960's. At that time it was planned that a very modest turf runway would be constructed, either under the State Airport Program or the General Aviation Utility Airport Program. FAA also at that time recognized a need for an airport for that area, and East Glacier was placed on the National Airport Plan. The FAA then made an estimate for a 6,000 foot runway which, of course, would be limited in usage at that ele-

vation. Their estimated cost was approximately \$1,000,000.

At the present time, there are no applications by air carriers for serving the proposed Glacier Airport. The Aeronautics Commission is certain, however, that this will change, and once the airport is underway, several airlines will no doubt compete to serve that area. The Commission can only point to the Yellowstone Airport as an example. Therefore, they felt that it would be in the best interests of aviation to have an airport presently designed and constructed for Glacier which would accommodate the jet airlines. The Commission felt it would be false economy and extremely poor planning to provide a new airport for Glacier Park which would not accommodate the 727 type aircraft. Any airport constructed now of lesser standards would be obsolete the day it was completed. Therefore the Commission has asked the assistance of the FAA to help justify this theory based on their extensive forecasts for the increase in air traffic.

The Engineering Department of the Aeronautics Commission has conducted extensive site investigations and preliminary field surveys for the new air carrier airport near East Glacier. The airport location is approximately five miles northeast of the town of East Glacier along Highway No. 2. This is the most suitable location, and physical terrain factors had to be considered as well as aeronautical criteria. The terrain in this area does not lend itself to easy construction. The airport proposed by the MAC would have a 9,000 foot paved runway, a paved apron, a very modest terminal building, and an access road. The total cost, as estimated by the MAC, is \$2,495,374.

The Commission now anxiously awaits the decision of the FAA on the Request for Aid for the air carrier airport at East Glacier. The MAC felt the request was timely as the National Park Service could include their portion of the project in their next budget. The FAA allocations can be expected later this summer.

## ATTENTION FLYING FARMERS & RANCHERS

Please complete the questionnaire on page 11 regarding the listing of private airports for the new Aeronautical Chart.



## CONGRATULATIONS



### CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

#### STUDENTS

Hill, Warren A.—Arvada, Colo.  
Boulder, Myron V.—Kalispell  
Barnard, Joseph J.—Spenard, Alas.  
Samsel, William K.—Missoula  
Fleming, Richard G.—Havre  
Clark, Gordon R.—Helena  
Dolan, Donald C.—Bozeman  
Williams, Earl R.—Butte  
Hulbert, David W.—Great Falls  
Williams, C. J.—Alberta, Canada  
Abercrombie, Jerry R.—Cut Bank  
Greytak, Donald A.—Harlem  
Brent, Eugene W.—Helena  
Weber, Francis Charles—Great Falls  
Watson, Michael J.—Antioch, Calif.  
Park, Durwood L.—Great Falls  
Hoeger, Dennis C.—Gallatin  
Gateway  
Finstad, Edward L.—East Helena  
Derscheid, Bruce J.—Great Falls  
Call, Larry A.—Great Falls  
Billmayer, Helen M.—Hogeland  
McDaniel, Lenard C.—Helena  
Lindborg, Richard V.—Missoula  
Cusick, Gary J.—Kalispell  
Meyers, Lowell H.—Kalispell  
Preston, William J. Jr.—Missoula  
Wicker, Phyllis M.—Kalispell  
Van Sickle, Robinson W.—Great Falls  
Winden, Harold G.—Hingham  
Mammen, Donald J.—Great Falls  
Guttormson, John G.—Malta  
Cunneen, John D.—Butte  
Buchanan, Neville J. Jr.—Helena  
Zartman, Charles—Havre  
Rampelburg, Bruce—Havre  
Hamilton, Dean K.—Kansas City, Kansas  
Smuin, Douglas K.—Missoula  
Rambo, Darryl L.—Hingham  
Simpson, Robert C.—Malta  
Pasha, Delbert L.—Great Falls  
Ebaugh, Jon A.—Missoula  
Tilton, John G. Jr.—Deer Lodge  
McPhillips, Ronald D.—Shelby  
Christiansen, Thomas D.—Helena  
Webster, Geneva M.—Whitefish  
Kok, Keith O.—Missoula  
Mariscal Ochoa, Salvador—Queretaro, Mexico D.F.  
Percy, Merrill E. Jr.—Miles City  
Kronmiller, William M.—Billings

Akland, Konrad R.—Billings  
Wellman, Robert C.—Grass Range  
Bertus, Clifford W.—Lewistown  
Bareman, Betty A.—Lewistown  
Sinner, Richard A.—Billings  
Finkbeiner, Walter R.—Wolf Point  
Devore, Donald E.—Billings  
Levi, Phillip M. Jr., Billings  
Glover, Dean W.—Plentywood  
Overby, Curtis J.—Plentywood  
Alsberg, Genalco C.—Plentywood  
Cost, Kenneth L.—Billings  
Schultz, Hilbert E.—Lewistown  
Hassler, Kenneth L.—Hilger  
Graf, Walter N.—Hobson  
Williams, John D.—Hobson  
Hopper, Elvin E.—Billings  
Lemieux, Paul B.—Billings  
Taggart, Thomas G.—Salt Lake City, Utah  
Bolstad, Bruce—Homestead  
Hunt, Roger L.—Powderville  
Johnson, Willard D.—Billings  
Campbell, Stanley J.—Hobson  
Econom, George N.—Winifred  
Mendel, William L.—Winifred  
Stanton, William L.—Brusett  
Stanton, Shirley A.—Brusett  
Crichton, Scott W.—Glasgow  
Johnson, Del R.—Brockton  
Lueneburg, Susan M.—Billings  
Lueneburg, David C.—Billings  
Garber, Arlette M.—Ismay  
Sava, Gary M.—Billings  
May, Michael Q.—Meeteetse, Wyo.  
Hilton, Zitelle A.—Cody, Wyo.  
Marsh, George L.—Rapelje  
Knoll, Vernon G.—Kalispell  
Zimmerman, Raymond G.—Kalispell  
Trower, Ramon E.—Scobey  
Markos, George T.—Rosebud  
Wilson, George T.—Brusett  
Gould, Frederick, B.—Lewistown  
Means, Paul W.—Sheridan, Wyo.  
Myers, George—Grey Cliff  
Chabot, Paul J.—Scobey  
Allen, Myrick W. Jr.—Glasgow  
Mocabee, Cecil A.—Billings  
Crilly, Donald P.—Billings  
Larson, Allen L.—Billings  
Nepstad, James O.—Grey Cliff  
Ueland, Ronald D.—Antelope  
Ekern, Paul B.—Lavina  
Spring, James B.—Billings  
Sanger, Larry L.—Billings  
**PRIVATES**  
Hale, Bernard E.—Missoula  
Dedrickson, David John—Missoula  
Troxel, George O.—Missoula  
Hanson, James A.—Melville  
Rohrer, Douglas A.—Fort Shaw  
Nelson, James Edward—Great Falls  
Lepper, William F.—Great Falls  
McKie, III, James K.—Bozeman  
Hughs, Lawrence M.—Deer Lodge

Pedersen, Lloyd W.—Dutton  
Storm, Harold N.—Havre  
Harmon, Don E.—Turner  
Roehl, Leland L.—Great Falls  
Gerber, Fredrick W.—Great Falls  
Fowler, Lorraine—Helena  
Overcast, Kenneth D.—Chinook  
Case, Clinton H.—Missoula  
Banister, Larry S.—Helena  
Fried, Bruce J.—Clara City, Minn.  
Janz, Robert H.—Worland, Wyo.  
Robinson, Terry K.—Billings  
Moore, Manly A. Jr.—Powderville  
Wallace, Otis L.—Powderville  
Abler, Ronan L.—Ashland  
Briggs, Stuart E.—Sheridan, Wyo.  
Yale, John O.—Sheridan, Wyo.  
Brogan, Philip R.—Helena  
Bevis, Burton B.—Cat Creek  
Weitz, Robert J.—White Sulphur Springs  
Drennon, Paul E.—Helena  
Moulton, David C.—Billings  
Bull, Gary E.—Ashland  
Garber, James W.—Sheridan  
Nance, Jay T.—Billings  
Mitchell, Parke R.—Billings  
Burgess, Alan D.—Billings  
Rohrer, Richard L.—Fort Shaw  
Munson, Rollin G.—Plentywood  
Higgins, Floyd J.—Miles City  
Woolhiser, Lyle D.—Miles City  
Matovich, Harold P.—Mosby  
Howard, Sidney R.—Missoula  
Andre, Aaron L.—Fargo, N. Dak.  
Hanson, Kenneth H.—Melville

#### COMMERCIALS

Strang, Gerald E.—Great Falls  
Barr, Duane L.—Edgar  
Bowman, Charles C.—Bozeman  
Davison, William Edward—Great Falls  
Little, Jack R.—Great Falls  
Kidd, William L.—Great Falls  
Weir, Lloyd R.—Hungry Horse  
Lindstrom, Arthur H., Jr.—Missoula  
Braig, Jacob J.—Great Falls  
Spannuth, Gary E.—Hamilton  
Gummer, Thomas E.—Missoula  
Stonebrook, Robert E.—Plains  
Granmo, John R.—Glendive  
Hallesy, Robert E.—Plentywood  
Greenwood, Thomas C. III—Luling, Texas  
Rathmell, Norman J.—Montrose, Colo.  
Boulan, Paul F. Jr.—Billings  
Siverson, Ronald A.—Otis Orchards, Wash.  
Spain, Larry W.—Bozeman  
Peterson, Frederick G.—Spokane  
Grosswiler, James A.—Kalispell  
Hightower, John L.—Missoula  
Osen, Tommy C.—Billings  
Welch, John F.—Great Falls



### ATR

Skaggs, Robert R.—Cody, Wyo.

### INSTRUMENT

Braig, Jacob J.—Great Falls  
Phillips, Donald H.—Missoula  
Coats, Gerald R.—Great Falls  
Elgin, John W.—Cody, Wyo.  
Cumbow, Edward W.—Minot, N.D.  
Howard, Robert L.—Minot, N.D.  
Ehlers, Ronald D.—Dickinson, N.D.  
Greenwood, Thomas C.—Luling,  
Texas

Boylan, Paul F.—Billings  
Peterson, Fredrick G.—Spokane  
Siverson, Ronald A.—Otis Orchards,  
Wash.

Spain, Larry W.—Bozeman  
Hightower, John L.—Missoula  
Grosswiler, James A.—Kalispell  
Rathmell, Norman J.—Montrose,  
Colo.

Gordon, Walter J.—Aladdin, Wyo.  
Welch, John F.—Great Falls

### MULTI ENGINE

Rayburn, Carol S.—Hurley, S. Dak.  
Peterson, James G.—Missoula  
McLaren, Douglas C.—Missoula  
Robinson, John Warren—Missoula  
Kidd, William L.—Great Falls  
Curry, Robert S. III—Lolo  
Turner, Miles G.—Great Falls  
Cardon, Vern R.—Missoula  
Sallee, Robert W.—Frenchtown

### FLIGHT INSTRUCTOR

Stohr, Penn R.—Missoula  
Patrick, Robert D.—Eureka  
Jackson, Floyd N.—Cody, Wyo.  
Greenwood, Thomas C. III—Luling,  
Texas

Boylan, Paul F. Jr.—Billings  
Rathmell, Norman J.—Montrose,  
Colo.

Peterson, Frederick G.—Spokane,  
Wash.

### FLIGHT INSTRUCTOR INSTRUMENT

Stohr, Penn R.—Missoula  
Greenwood, Thomas C. III—Luling,  
Texas

Boylan, Paul F. Jr.—Billings  
Rathmell, Norman J.—Montrose,  
Colo.

Peterson, Frederick G.—Spokane,  
Wash.

Gordon, Walter J.—Aladdin, Wyo.

### GOLD SEAL

Strand, Myron K.—Kalispell  
Herrod, Thomas E.—Billings  
Skovgaard, O. Ray—Billings

### GROUND INSTRUCTOR

Winterowd, Robert A.—Belgrade  
Greenwood, Thomas C. III—Luling,  
Texas

Rathmell, Norman J.—Montrose,  
Colo.

Boylan, Paul F. Jr.—Billings  
Udelhoven, Larry C.—Winifred

### INSTRUMENT GROUND INSTRUCTOR

Boylan, Paul F. Jr.—Billings  
Greenwood, Thomas C. III—Luling,  
Texas

Rathmell, Norman J.—Montrose,  
Colo.

Magill, Pearl J.—Glasgow

### TYPE RATINGS

Convair 240/340

Grasser, John B.—Lake Wales, Fla.

### POWER PLANT MECHANIC

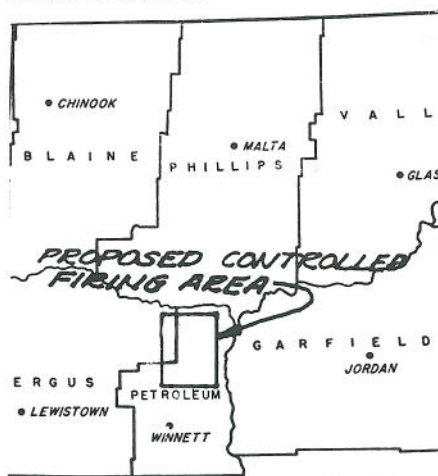
Hanrahan, Dean R.—Helena

## PROPOSED CONTROLLED FIRING AREAS FOR MONTANA

### LEWISTOWN

The Federal Aviation Administra-  
tion is evaluating the following pro-  
posal:

Establish a controlled firing area  
for the Montana Army National  
Guard as follows:



1. Name—Lewistown, Montana, Con-  
trolled Firing Area.

2. Description:

- The area bounded on the north  
by latitude 47°33'00" North; on  
the east longitude 108°00'00"  
West; on the south by latitude  
47°12'00" North; and on the west  
by longitude 108°25'00" West.
- Size of the area is: 20 nautical  
miles east to west and 25 nauti-  
cal miles north to south.
- Altitudes to be used: 20,700 feet  
MSL.

3. Activities conducted: Firing of 105  
mm artillery, 76 and 90 mm guns,  
and 4.2" mortars.

4. Duration of time. **MAY 25, 1967  
through JUNE 30, 1967.**

5. Using Agency: The Adjutant Gen-  
eral, State of Montana.

### FORT PECK

The Federal Aviation Administra-  
tion is evaluating the following pro-  
posal:

Establish a controlled firing area  
for the Department of the Army as  
follows:



1. Name: Fort Peck, Montana Con-  
trolled Firing Area.

2. Description:

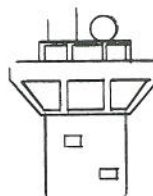
- A 2 nautical mile radius circle  
centered on latitude 47° 55'50.-  
748" N., longitude 106°38'30".  
878"W.
- Size of Area — Approximately  
12½ square miles (nautical).
- Altitude—2,000 feet above the  
surface.

3. Activities Conducted: — High ex-  
plosive cratering.

4. Duration of Time—**JUNE 28, 1967,  
through JULY 28, 1967.**

5. Using Agency—Nuclear Cratering  
Group, U.S. Army Corps, of En-  
gineers, Livermore, California.

Before making a decision on this  
proposal, we desire to afford all in-  
terested persons the opportunity to  
comment regarding its acceptability.  
Comments received by May 22, 1967,  
will be considered. Your comments  
should be addressed to the Chief,  
Standards and Airspace Branch, Air  
Traffic Division, Federal Aviation  
Administration, 601 East 12th Street,  
Kansas City, Missouri 64106.



## TOWER

## OPERATIONS

APRIL, 1967

	Total Operations	Instrument Operations
Billings	12,161	1,548
Great Falls	8,986	1,039
Missoula	8,335	350
Helena	3,441	245



## AVIATION EDUCATION HIGHLIGHTS



By C. R. "Ron" Adams  
Supervisor of Aviation Education

March 30 through April 1 were the dates of the 1967 National Aerospace Education Council National Conference. This was held in Tucson, Arizona, and was attended by some 100 persons. Included were people from industry, classroom teachers from elementary through college level, state officials, Civil Air Patrol and representatives from the military.

All of us in attendance had one thing in common, a desire to have aviation and aerospace education taught in our schools as a science elective course. Personally, I feel that this year's conference was very successful toward providing guidelines in achieving this goal.

At the opening session of the conference, the most pressing problems were thrown on the floor for general discussion. We were able to cover topics that were not even on the agenda, and one of these became the theme of the conference and was discussed at every opportunity. Specifically, I am speaking of more cooperation among the states that have aviation education programs. We must work together as a team to promote aviation education in our schools. This is not a new subject area. After World War II it enjoyed widespread success, but it died down after awhile. Many programs continued in operation and successfully too, however, each of these successful programs remained in their own little niche, not letting other schools and officials know what they were doing or how they were doing it. This is not only true nationally, but on the state level as well. Montana has been guilty of this and it is one of the primary reasons our program has not experienced more growth.

There are eight high schools in Montana that teach an aviation education course. I have visited seven of these, and there are seven different courses being taught. WE NEED TO POOL OUR EFFORTS IN MONTANA!

Steps have been taken in this direction. Mary Jo Janey, my predecessor, appointed an aviation science committee. This committee met over a one-year period and came up with a tentative Aviation Science Guide. This guide has been used in many of our schools for the last two years. This guide has some shortcomings, and the time has come to review and revise it. Since the Aviation Science Guide was printed, new materials have been published, textbooks have been put on the market, and new audiovisual materials are available. These must be worked into the revised guide.

I feel we must expand the science committee to include high school instructors, workshop directors, teachers at all grade levels, and those of the aviation industry. With this knowledge, coupled with the materials we have at hand, we could design an aviation science program that would work in the smallest high school as well as the largest.

All other subject areas, math, physics, English and the like, are taught basically the same in each high school. This is what we must achieve in aviation science, consistency among the various schools.

Before I finish, I would like to pose one possible solution to achieving this consistency and cooperation. Who among you, whether you are a teacher, a professional pilot or just plain "interested" in aviation, would be interested in forming a state organization for the promotion of aviation education in our schools? If you are interested, please write to me, Ron Adams, Supervisor of Aviation Education, P. O. Box 1698, Helena, Montana 59601.

Organization is the key to success. This has been our biggest deterrent to date, the lack of organization, thus the lack of consistency in the programs.

I hope by the next Newsletter I can report on the results of this survey.

## LEADERSHIP WORKSHOP CANCELLED

The "Leadership Workshop" that was to be held from June 19 through July 19 at Montana State University in Bozeman has been cancelled.

Teachers that have applied for the Leadership Workshop will receive notification from Ron Adams, Aviation Education Supervisor.

## STATISTICS

Will your first accident be your last day alive?

61/37  
65/22  
78/18  
13/2

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 As of this date	13	2



## CALENDAR

May 5, 6, 7, Havre—Montana Pilots Association Convention.

May 6-7, Bakersfield, Calif.—International Championship Stock Plane Air Races will be held at Schafter Airport (Minter Field).

May 14, Great Falls—FAA Tower Dedication.

May 17, Helena—Aeronautics Commission Monthly Meeting.

May 20-24, Louisville, Kentucky—40th Annual Business Meeting and Conference, American Association of Airport Executives. Headquarters: Hotel Kentucky.

May 20—ARMED FORCES DAY.

May 21, Glasgow AFB—Open House and events for observing Armed Forces Day. (See article)

May 21, Cut Bank—"Aviation Day" (See article)

May 21-27, Miami Springs, Florida—"Angel Derby" sponsored by the Florida Women Pilots Association and Metropolitan Miami/Dade County, Fla. For information write: Virginia Britt, General Chairman, 4332 S. W. Sixth Street, Apt. 209, Fort Lauderdale, Florida 33314.

June 1, West Yellowstone—Western Airlines commences services for the 1967 season.

June 12-30, Dillon—Western Montana College, Aviation Education Workshop.

June 12, 13, 14, Columbus, Ohio—FLIGHT INSTRUCTORS' RECERTIFICATION COURSE. Sponsored by National Aviation Trades Association, — AOPA Foundation Inc., Link



Foundation, Federal Aviation Administration. (Registration \$35 including all text materials relative to course.)

**June 14-July 3, Havre**—Northern Montana College, Aviation Education Workshop.

**June 19-July 7, Billings**—Eastern Montana College Aviation Education Workshop.

**June 25, Plenywood**—Sherwood MPA Hangar will hold Fly-In Breakfast. Everyone is Welcome!

**June 25-28, West Yellowstone**—Western Governors' Conference.

**June 26-July 19, Bozeman**—Montana State University Aviation Education Workshop.

**July 22 and 23, Benchmark Airport**—Dedication. Fly-In and over-night camp out.

### **"BLUE BARONS" FLYING CLUB FORMED IN GREAT FALLS**

Active and retired military personnel and their dependents can learn to fly through the newly formed "Blue Barons" flying club in Great Falls. The club, presently consisting of 58 active members, receives reduced rates on aircraft time, free ground school and instruments bought at cost.

The Ground School, taught by 2nd Lt. Tom Smith (missile officer with the 564th Strategic Missile Squadron), meets twice a week for 8 weeks. It includes all the fundamentals of flying, meteorology, navigation and FAA regulations. Ground School is held at Malmstrom although the club has no official connection with the Air Force Base.

The flight portion is instructed by two commercially rated pilots; Chaplain (Major) Mark Fairless and Lt. Ed Watson. Members schedule their flying hours with the instructors in an Aero Coupe Alon A-2 and a Cessna 150. Flying is from the facilities of the club's sponsor, Northwest Mooney Aviation, located on the Great Falls International Airport.

Persons interested in belonging to the "Blue Barons" can receive detailed information by contacting the club president, Lt. Joe Haselden, Phone 731-8885, Great Falls.

In 1966, the percentage of safety completed trips of the total number of trips flown by the U.S. scheduled airlines was 99.99995.

### **HAL WARD TO ATTEND ADVANCED WEATHER COURSE**

Harold A. (Hal) Ward, Flight Services Quality Control Officer of the U.S. Weather Bureau in Great Falls, has been selected to attend a course in Modern Developments in Meteorology at the University of Michigan, Ann Arbor, Michigan. The course will run four months beginning on May 1, and will cover computer techniques, satellite applications, and other late developments in the Science of Meteorology.



**Hal Ward, Quality Control Officer,  
U.S. Weather Bureau, Great Falls.**

Mr. Ward arrived in Great Falls in the fall of 1964 replacing Harry Elser, who had been transferred to the Regional Office in Salt Lake City, Utah. As Quality Control Officer, Mr. Ward visits each of the Weather Bureau and Flight Service Stations throughout Montana and Northern Idaho twice a year to monitor and assist in services provided to aviation. He provides a liaison between the forecasters in the Weather Bureau FAWS office in Great Falls, and the aviation weather users throughout the state.

Hal currently holds a Commercial, Multi-engine and occasionally flies in conjunction with his visitations.

Prior to his arrival in Great Falls, Hal served in the Pilot-to-Forecaster Test Unit in the Washington ARTCC, Leesberg, Virginia. A pilot in World War II, Hal took his initial weather training at the University of Chicago in 1947, and served as a Weather Officer and pilot for sixteen years in the Air Force. He entered the Weather Bureau in San Juan, Puerto Rico, in 1961.

### **NEW REGULATIONS PROPOSED FOR AIR TAXI SERVICE**

Small piston and turboprop airplanes weighing less than 12,500 pounds and designed to carry more than 10 people in air taxi service would have to meet stiffer standards in order to be certificated by the Federal Aviation Administration, according to a recent proposal.

The new requirement would supplement existing standards and provide increased passenger protection and faster means of evacuation, such as improved emergency exits and wider aisles, as well as improved structural fatigue characteristics, flight performance, reliability of electrical systems, and protection against engine fire.

Under the FAA proposal, air taxi operators would not be permitted to operate any of these airplanes after June 1, 1972, unless the planes had received FAA certification under the required taxi standards.

A manufacturer would have the option, under the proposal, of applying for FAA certification of his airplane either under the proposed air taxi airworthiness requirements or under the existing requirements. In the latter case, the airplane could be operated in air taxi service but would have to be recertificated before June 1, 1972.

Although the new standards are only a proposal, FAA will apply them now for manufacturers who choose to qualify for air taxi certification eligibility prior to adoption of any final rules.

The additional standards are based on an FAA review of applications now on file from nine manufacturers for certification of the airplanes described in the proposal. Few such planes are actually now in air taxi service.

At a later date, the administration plans to develop additional airworthiness requirements for type certification of small turbojet airplanes (12,500 pounds or less) intended for air taxi use having more than 10 seats. Until they are established, type certification of such planes will be handled according to the present airworthiness standards, plus the assignment of any necessary special conditions to assure safety.

Comments on the proposal (Docket 8070, Notice 67-11) should be submitted by June 30, 1967, to FAA Rules Docket, GC-24, 800 Independence Avenue, S. W., Washington, DC. 20590.



## FAA INSPECTORS' CORNER



By Lee C. Mills,

### Supervising Inspector GADO #9 REFUELING PLUS PLASTIC— STATIC DISCHARGE

Recently a pilot made a precautionary landing in a remote area. After minor damage which resulted from the landing was repaired by mechanics the aircraft was refueled from 5-gallon cans. Proper precautions were taken to prevent fuel contamination by placing a dry chamois over a plastic funnel and the fuel was then poured through the chamois and funnel from the can. In addition the aircraft was properly grounded by driving a screw driver into the ground and connecting it to the aircraft with wire attached to the landing gear.

He then tried to pour the contents of the can into the wing tank, but found that he could not hold the funnel and pour the fuel at the same time. After he had spilt fuel in the area of the wing tank, on the wing and on the ground, a mechanic held the funnel while he poured the fuel. More fuel was spilt so the can was turned with the spout upward and then the fuel began to flow more easily.

During the process fire broke out at the filler neck and spread quickly. The aircraft was destroyed. What caused the fire? You analyze the situation and answer, "a spark generated by static electricity." The static electricity is serious enough at any time, but in this case the situation was aggravated by using a PLASTIC funnel. In addition, the spilt fuel formed dangerous vapors that required only the tiniest spark to ignite it.

Because the plastic will not conduct electricity, the static electricity charge cannot be drained off by using grounding cables and clips. A statically charged plastic funnel can, therefore, quite easily cause a spark when placed close to metal fitting such as the fuel tank filler neck.

To prevent a static discharge it is necessary that the fuel container, the funnel, and the aircraft all have the same electrical potential. When they all are metal they can be electrically bonded, but the bonding cannot be accomplished when one of the links, the funnel, is non-conductive plastic.

These new plastic containers and funnels are wonderful for camping, but they cannot be properly bonded for use with fuel. When you are tempted to use them to refuel your aircraft be sure and take the proper precautions, check your aircraft fire insurance policy.

### WESTERN AIRLINES' '67 FLIGHT SCHEDULE FOR WEST YELLOWSTONE

#### NORTHBOUND FLIGHTS

Flight Number	Arrival	Departure
8	11:21 A.M.	Turn-around
26	12:40 P.M.	12:50 P.M.
12	3:24 P.M.	Turn-around

#### SOUTHBOUND FLIGHTS

Flight Number	Arrival	Departure
9	Originates	11:40 A.M.
7	Originates	3:50 P.M.
23	4:46 P.M.	4:56 P.M.

#### IT HAPPENED IN MAY

May 20-21 1927

Charles A. Lindeberg made the 1st non-stop flight from New York to Paris, 3,610 miles in 33 hours and 30 minutes.

### NEW AIR SERVICE RECOMMENDED FOR MISSOULA & BOZEMAN

New daily scheduled air service for Missoula and Bozeman by Frontier Airlines was recommended by Richard A. Walsh, Civil Aeronautics Board hearing examiner, in the Western Montana Service Investigation.

If affirmed by the Civil Aeronautics Board the two cities would have direct through plane service to Denver and Salt Lake City. In addition, daily round trip service would be provided to Great Falls and Billings, and Casper and Cheyenne, Wyoming.

### GLASGOW AFB ARMED FORCES DAY OPEN HOUSE

The Glasgow Air Force Base will hold their celebration of Armed Forces Day for the public on Sunday, May 21st. Activities will include Open house of the Base—Fly-Overs and Parachute Jumping.

Persons planning on attending should arrive prior to 11:00 A.M. The field will be closed from 11:00 A.M. until 5:00 P.M.

Pilot's Note: No gas is available on the Base. Aircraft servicing can be obtained at Glasgow International.

### PILOTS—WELCOME TO WEST YELLOWSTONE

For your convenience the **FEDERAL AVIATION ADMINISTRATION** has provided a **FREE PHONE SERVICE** from West Yellowstone to the Bozeman Flight Service Station.

You May

#### FILE FLIGHTS—CLOSE FLIGHT PLANS—OBTAIN WEATHER BRIEFINGS

Ask the Operator for

**ENTERPRISE 659**

You will be connected with the Bozeman Flight Service Station and the Federal Aviation Administration will be automatically billed for your call. This service is available from ANY TELEPHONE in the West Yellowstone Community. Effective on May 15, 1967.

\* \* \*

#### HAVE A PLEASANT SAFE FLIGHT

from

Your West Yellowstone Airport Host—

**THE MONTANA AERONAUTICS COMMISSION**



## NOTICE TO FLYING FARMERS AND RANCHERS

### Aeronautical Chart Revisions

The Airport Division is now accumulating data to go into the new 1967 Montana Aeronautical Chart. Any private airport owners should fill out the informational questionnaire below and send it in to the Commission as soon as possible. We would like to know about your airstrip even though you may not want it shown on the chart.

Mail to: Aeronautical Chart Revisions  
Montana Aeronautics Commission  
P. O. Box 1698  
Helena, Montana 59601

THIS FORM MUST BE RETURNED  
BY JUNE 1st

### PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip .....

Name of Owner .....

Owner's Address .....

Prefer your Airstrip shown on the new Aeronautical Chart? Yes ..... No .....

### AIRSTRIP LOCATION

County ..... Section ..... Township ..... Range .....

Latitude ..... Longitude .....

Nearest Town ..... Direction ..... Miles .....

Does your airstrip serve as a community's only airport? .....

Is your airstrip open to the public? .....

Comments: .....

### AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstructions
.....	.....	.....	.....
.....	.....	.....	.....
.....	.....	.....	.....

Airport Elevation ..... Unicom Radio? Yes ..... No .....

Fuel Available? Yes ..... No ..... Octane? ..... Emergency Only .....

Telephone Available: Yes ..... No ..... Phone Number .....

Airstrip Owner's Signature: .....



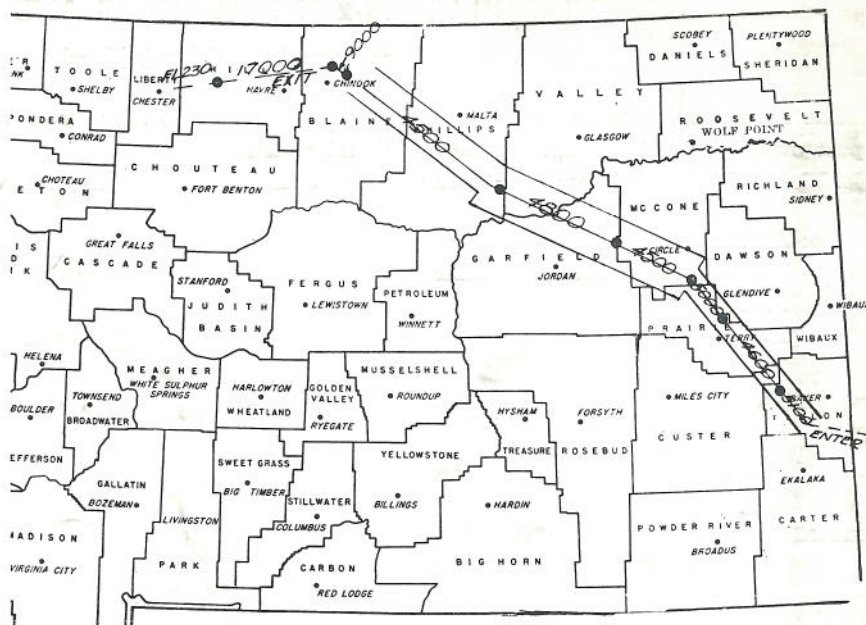
## OIL BURNER/SLEDGE HAMMER

The route depicted, the Sledge Hammer RBS Express Oil Burner Route has been in effect from April 3, 1967, and will continue through September 23, 1967.

Listed below are the airports, airport altitudes, Sledge Hammer route altitudes, and the height above ground level of the aircraft as they pass over or near the Montana airfields.

"Look out" and "check" the Airman's Information Manual for the hours of operation on this route.

	Apt. Alt.	Route Alt.	Terrain Clearance
Chester .....	3,167	23,000	
Chinook .....	2,410	4,500	2,090
Circle .....	2,424	4,500	2,076
Harlem .....	2,560	4,500	1,940
Jordan .....	2,637	4,500	1,863
Malta .....	2,280	8,000	5,720
Terry .....	2,260	4,600	2,340



### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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May, 1967